

GALT TRAFFIC

OCTOBER 2003

IT'S THE RUTTING SEASON



Be on the lookout for deer – airplanes, too.

SEPTEMBER MEETING

By Mark Krohn standing in for Steve Mark

It was a very low-key meeting. Steve wasn't there. Mike Lejune informed us that Galt is having a bomb drop and spot landing contest Oct 11 (Chili fest day) and would like some help from the chapter. Also, Mike has invited the Chapter to repaint the old CAP sign on the barn as a Chapter 932 sign since CAP is no longer at Galt. We also discussed F&T income and the need to follow up on a planning committee for the 'new hanger' project (or if we should do it) Chris Rogers had a couple great suggestions for events and recognition of YE flyers. We got a couple new members. Made \$20 on the 50/50 raffle

I announced that I would like to stand down as President to let someone else 'drive' for a while.

OCTOBER MEETING, CHILIFEST

Saturday, Oct. 11 is a big day, so mark your calendar! We will have our monthly meeting at 10 AM in the Chapter Hangar. The big item on the agenda is the nomination of candidates for President and Vice-president. Mark Krohn is stepping down. His replacement will, to a large degree, determine the future of EAA 932. Please give this some serious thought. Look over the roster and decide who would lead us best, then nominate that person. The election will be held at the November meeting.

Following the meeting we'll be flying Young Eagles from 11 to 4 PM. Larry Schubert needs all the help he can get, both flying and crewing. Larry's plane is down for an engine change, so we need help taking up the slack.

Galt Airport is having a social affair the same day with a Bar-B-Q at noon followed by activities from 1 – 4 PM. After that, it's the Chilifest, bonfire and hayride. This event is tailor-made for kids, so bring 'em! The Chapter is furnishing the Chili (thanks to Chefs Kemper and Krohn) but if you would like to bring a dish to pass, (salad, accompaniment, bread or desert) as well as your favorite beverage, please feel free to do so. The Chapter will furnish soft drinks, plates, eating utensils, etc.

FLY-IN / EVENTS CALENDAR

OCT 11 Meeting 10, Young Eagles, 11-4 PM Chilifest, Hayride and Bonfire 5 PM

NOV 8 Regular Meeting 10 AM Young Eagles 11-4

DEC 13 Regular Meeting 10 AM

DEC 13-17 1st Flight Centennial Kitty Hawk, NC

For information on **Fly-Ins**, aviation **events** and **alerts** to pilots, check the following web sites:

EAA: www.eaa.org

AOPA: www.aopa.org

EAA 932: www.eaa932.org

FAA: www.faa.gov

Ill: www.dot.state.il.us/aero/index.html

Wis: www.dot.wisconsin.gov/travel/air/genral.html

EAA 932 Meetings 2nd Saturdays 10 am and Young Eagle Flights 11-4 pm (Apr.-Nov.)

Galt Traffic is the monthly newsletter of EAA Chapter 932 at Galt Airport (10C) Greenwood, IL 60097. *Articles may be reprinted if credit is given.*

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THREE RETIRED PILOTS by JHsr.



Oscar: "I once flew an entire month with every leg under schedule."

Foxy: "I still hold the speed record from Sioux City to Louisville that I set in 1974." **Papa:** "If you guys loved to fly so much, how come you were always in such a hurry?"

Visit us at www.eaa932.org

FLYING THE CONCRETE COMPASS Chicago to California via I-80

By Jeff Hill, Sr.

I-80 follows the same route as the Oregon and California Trails, the first transcontinental telegraph (1861) the first transcontinental railway (1869) and the old Boing Air Transport (later United) CHI-SFO route. It is not only historic and scenic, but also the easiest and safest way to fly a light plane from here to Northern Calif., or intermediate points such as Cheyenne, Salt Lake City, and the Reno/Tahoe area.

Having flown this route many times at thirty thousand + feet, via J 94, I finally got a chance to drop down and have a closer look. I left 10C for Reno September 4 in a 180 hp Skyhawk, which at 500 lbs. under Max. GW, still has respectable performance capabilities at density altitudes around 10,000' – 12,000'. Comforting. I was sightseeing, not racing, so I allowed four days for the trip out. The I-80 route is surprisingly flat – but high; around 7000' in western Wyoming. Although I saw many peaks shooting up to around 10,000' off to the left and right, the series of valleys that make up the route almost never leaves one without a suitable site where a survivable emergency landing could be made; and always near civilization. Comforting. There are only two fairly narrow passes, just east of Salt Lake and just west of the Bonneville VOR. No problem but good VFR is essential and one has to watch the winds.

I chatted with a "local" in Cheyenne. He gave me some good advice on mountain flying as well as some good touring tips. He said, "Wendover is just a delightful place to overnight, it was an old Air Force Base, about 100 miles west of Salt Lake." The name sort of rang a bell, but all I could think of was "Westover", which of course is in Massachusetts.

Crossing the Wasatch, I approached SLC, with its maze of Class B and special use airspace. Under? Over? Or around? Over. I called SLC App. to get into the system, climbed to 10,500' and flew right over Temple Square. Now, it was time to select the next fuel stop and as luck would have it, Wendover (ENV) would work just fine. Two 8,000' runways at only 4000' MSL – yet even more comfort. Old pilots like a

lot of comfort, y' know.

I taxied to the ramp and, **wow!** – somebody just turned the clock back sixty years! The FBO is in "Base Ops." just under the old control tower. There are six or eight,



approx. 100' X 100' wood framed and sided B-17 and B-24 maintenance hangars. Then there is one huge steel hangar where the B-29 maintenance was done. The lineman came out to take my fuel order and I began to quiz him on the airport, and it all started coming back – this was the remote and super secret base where the A-bombs were assembled and shipped late in WW II. It was also one of the old "four engine schools" (B-17 & B-24). The base was once nearly two million acres, which included big gunnery and bombing ranges (still in use, see the Salt Lake Sectional).

The lineman sensed my interest and said that if I'd like to hop in his pick-up, he'd show me around – Let's go! First we saw the "bomb pit" (left) where either an A-bomb or a "pumpkin", a practice bomb, was lowered on a hydraulic lift. Then a B-29 taxied over the pit and the payload was raised up into the bomb bay. Next we drove to the machine gun test



bunker. Here a B-17 or B-24 could taxi up to the bunker, the nose wheel rolled down a ramp to raise the top turret, and then the guns were test fired. It didn't take my friend long to dig me up a couple



of slugs which I've added to my Collection of "stuff". Next, came the gunnery range where the "Tokyo Trolley" ran. That was a

gun turret on a flat rail car, with a target on another rail car, on a different set of tracks, so a gunnery student could fire at a moving target from a moving platform. Neat. We found a "pumpkin" (below) a rusting "Little Boy" dummy filled with concrete. They used these to develop and practice the escape technique used after



dropping the A-bomb (a 155 deg. downwind diving turn, kind of an inverted chandelle).

Well, I decided I would not only stay the night; I would stay two nights. That would give me a whole day to explore Wendover AAFB, now the Tooele (say, two-ell) Co. Airport.

The town is cool, too. The State Line runs right through the middle. The Utah side is a lot like Greenwood, IL. but the Nevada side jumps. It offers everything that is illegal, immoral and fattening elsewhere. Maybe not exactly Las Vegas, but close enough. To the East is the Great Salt Lake Desert. It is so flat and vast, that one can actually see the curvature of the earth – honest. It's more noticeable at night when you can see at least 50 miles of headlights on I-80.

All the next day I roamed this "ghost base". Here Col. Paul Tibbets commanded the 509th Composite Group. "*Silverplate*" was the code name. The *Enola Gay* parked on this very ramp. 20,000 were assigned here in 1943. Heroes passed through here. Many never came back and those that did, now in their eighties and nineties are disappearing fast. I had the feeling of being in a holy place, this unpeopled graveyard of dozens of derelict buildings and acres of now unused and deteriorating concrete.

If you ever get to the SLC area, whether flying the "Concrete Compass", or driving I-80, plan a stop at Wendover as it is indeed, "a delightful place to overnight".



Looking NW – remaining buildings North, then I-80; town of Wendover off end of Rwy 30. That white stuff is not snow!

To see these pix in color and enlarged go to
www.eaa932.org



EAA Chapter 932
Galt Airport - Greenwood, IL
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